

## **PLANNING COMMISSION RECORD**

### **Briefing Session**

**NAME OF GROUP:** PLANNING COMMISSION

**DATE, TIME AND PLACE OF MEETING:** Wednesday, May 25, 2005, 12:00 Noon, Room 113, First Floor, County-City Building, 555 S. 10th Street, Lincoln, Nebraska

**MEMBERS IN ATTENDANCE:** Jon Carlson, Gene Carroll, Gerry Krieser, Roger Larson, Mary Bills-Strand, Lynn Sunderman and Tommy Taylor; (Melinda Pearson absent)

**OTHERS IN ATTENDANCE:** Marvin Krout, Kent Morgan, Steve Henrichsen, Mike DeKalb, Duncan Ross, David Cary and Michele Abendroth (Planning Department); Roger Figard, Steve Masters, Randy Hoskins and Mike Brienzo (Public Works and Utilities)

**STATED PURPOSE** Staff briefing on the **Comp Plan/Long-Range Transportation Plan Process**

Steve Henrichsen called the meeting to order at 12:08 p.m.

Marvin Krout began by stating that the 2025 Comprehensive Plan was adopted in June 2002. It was a major effort and involved a lot of time and resources. He stated that we are beginning the process of updating the Plan again. The Comprehensive Plan is done in coordination with the Long-Range Transportation Plan (LRTP), which the federal government requires to be updated every five years. The other major part of the requirement is that the plan has a horizon of 20 years. In January 2007 we will have a plan that is five years old and less than a 20 year horizon by that time. He anticipates having major updates every 10 years, and this time would be more minor in nature. They are also suggesting that the Planning Commission be more involved with the drafting of the Plan. The last time there was an advisory committee that brought changes to the Planning Commission. This will ensure that the Planning Commission is directly involved in the process. They would also like the Planning Commission to be actively involved in the public process.

Krout noted that the growth tiers will change and infrastructure finance will be discussed as well. He would like to look more comprehensively at the community needs. He believes that there will be community issues and special interests brought to the Planning Commission's attention.

Roger Figard noted that another piece that links the Comprehensive Plan and LRTP

together is when we update the LRTP we must have a public process and reaffirmation of the major goals and strategies that go into the planning process. The goal is not to redo everything in the Comp Plan, but to use the current strategies and assumptions. Even if the federal government did not require this process, we would want to do this anyway. Land use and transportation are so intricately linked that you cannot do one without the other. The goal and hope is to not change one part of the plan without looking at the changes to the other parts of the plan. Mobility is an essential ingredient in our community's quality of life. This is a framework that directs and guides the agencies, the departments and citizens who are concerned with our future transportation system. We will use this to set a vision for the future. We need to remind ourselves that transportation is not just cars; there are many other modes of transportation which need to be evaluated. Cars remain a primary factor, but we need to look at all the aspects.

Figard continued by stating that the plan needs to be fiscally constrained. Public Works does not want to build more roads than are needed, but they want to be able to provide roads that allow for safety and efficiency. He also looks forward to and hopes that the Planning Commission engages in the public process.

Steve Henrichsen then presented the schedule and timeline for the process. The first phase is to identify the planning process and validate the planning and land use assumptions, which the Planning Commission will discuss on June 22.

The second phase is to establish the future service limit scenarios. They will seek input from public and private sectors and ask them to identify any changes they would like to make to the plan. They would like to have three different scenarios for the Planning Commission to evaluate on July 20. In August, they will brief the City-County Common on the three scenarios, prepare land use data by traffic zone, seek input from other departments, prepare a traffic analysis and then issue a report on the results of the analysis.

Adopting the future service limit and land use plan is the third phase. In September, they will conduct public information activities, review the future service limits analysis with the Planning Commission, and conduct a Planning Commission public hearing. In October, they will develop the staff report on land use proposals and conduct a Planning Commission public hearing and adopt the working land use map.

The fourth and biggest phase is to evaluate the transportation plan alternatives. This will include preparing traffic information based on the land use map. The Metropolitan Planning Organization (MPO) Technical Committee will review the mobility analysis. They will conduct public information activities, review other elements of the Plan, and evaluate the transportation plan improvements. This phase will be conducted from November 2005 through May 2006.

The fifth phase is to update the plan text. They would like to have a draft plan completed in June. There will be public information meetings and two working meetings with the Planning Commission in July 2006 and a public hearing in August or September 2006.

The sixth and final step is adoption of the Comp Plan by the City Council and County Board in October or November 2006 and adoption of the LRTP by the MPO Officials Committee in November or December 2006.

Strand questioned the fact that the land out by Air Park was not approved. Lincoln Public Schools feels that there is a compelling need to have a school in the northwest area. Henrichsen stated the school understands that they need to evaluate the many aspects of different sites.

The meeting was adjourned at 12:52 p.m.

Respectfully submitted,

Michele Abendroth  
Planning Department